

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-20. (canceled)

21. (previously presented) A road safety barrier, comprising:

a resistant element (A) designed to stop motion of heavy vehicles,

said resistant element comprising two substantially vertical walls, each vertical wall with a foot and a seat; and

at least one dampening element (B) inserted in and rigidly connected to the seat of said resistant element,

said dampening element forming a socle at the foot of said resistant element and positioned on at least one side of said foot facing a carriageway,

said dampening element comprising a dampening material which deforms itself upon impact of an automobile,

said dampening element having a form that lifts a front part of the automobile,

wherein said resistant element has a first resistance to impact and said dampening element has a second, lower resistance to impact.

22. (previously presented) The road safety barrier of claim 21, wherein,

said at least one dampening element comprises a continuous sheet steel with an open cross-section,

the sheet steel has an upper part and a lower part,

the upper part is fixed to said resistant element, and

the lower part arranged adjacent the substantially vertical walls of the resistant element, the lower part non-fixedly contacts or is spaced apart from the vertical walls.

23. (previously presented) The road safety barrier of claim 21, wherein,

the at least one dampening element forms a continuous plastic socle internally stiffened by one of a reticular structure, a septa, and a honeycomb structure.

24. (previously presented) The road safety barrier of claim 21, wherein the dampening element forms a continuous plastic socle internally hollow and filled with one of water, an antifreeze, and a salt.

25. (previously presented) The road safety barrier of claim 21, wherein,

the at least one dampening element forms a continuous strip shaped to include at least a double wave,

said strip is supported and connected with bolts to steel supports, said steel supports fitted at equal distances inside the seats of the vertical walls,

said supports having an inclination to facilitate the lifting of the front part of the automobile.

26. (currently amended) The road safety barrier of claim 23, wherein,

the ~~sheet-steel~~ continuous plastic socle is connected to the resistant element by at least one of a restrained joint (6',20) and a strip,

the strip is one of a continuous strip and a discontinuous strip (23'),

the strip extends below the resistant element, or above the resistant element (23"), or through (23) the resistant element (A).

27. (previously presented) The road safety barrier of claim 21, further comprising:

resistant element supports; and

ductile screw anchors anchoring the resistant element to the resistant element supports.

28. (previously presented) The road safety barrier of claim 27, further comprising:

friction reducing shoes intermediate the resistant element supports and the resistant element.

29. (previously presented) The road safety barrier of claim 27, wherein,

the resistant element further comprises a lower steel plate (31, 31') with ductile screw anchors (29) for anchoring to a ground element, and

further comprising:

a concrete reinforcement for the resistant element,
the concrete reinforcement comprising a bracket (37)
engaging two hooks (35, 35') connected on the lower steel plate.

30. (previously presented) The road safety barrier of
claim 21, further comprising:

a screen (24) supported at an upper part of the
barrier,

the screen being one of a sound dampening screen, a net
screen for the protection against the throw of objects, and a
screen for the protection from gusts,

sound absorbers (25), and

cavities (26) provided in a rear part of said resistant
element, the cavities (26) for mounting the sound absorbers.

31. (canceled)

32. (previously presented) The road safety barrier of
claim 21, wherein the dampening material is polystyrene.

33-37. (canceled)

38. (previously presented) The road safety barrier of
claim 21, wherein the resistant element (A) and the dampening
element (B) together form an overall shape substantially
corresponding to a shape of a New Jersey barrier.

39. (previously presented) The road safety barrier
according to claim 21, wherein the resistant element (A) further
comprises rear cavities (26) sized to accept medium and low
frequency noise absorbers (25).

40. (previously presented) A road safety barrier, comprising:

a resistant element (A), designed to stop motion of heavy vehicles, and comprising two substantially vertical walls, each vertical wall with a foot and a seat; and

at least one dampening element (B) inserted in and rigidly connected to the seats of said resistant element,

said dampening element forming a socle at the foot of said resistant element on at carriageway side of said foot,

said dampening element, upon impact of a light vehicle, being deformable and being shaped to lift a front part of the vehicle, wherein,

the resistant element has a first resistance to impact and the dampening element has a second, lower resistance to impact, said resistant element not being deformable upon impact by the light vehicle.